

PUBLIC INVOLVEMENT PROGRAM

PUBLIC WORKSHOP ~ ALTERNATIVES ANALYSIS ~ AUGUST 20, 2009

Affidavit of Publication - Public Notice

Display Boards

Workshop Summary

PUBLIC WORKSHOP ~ DRAFT ENVIRONMENTAL ASSESSMENT ~ TBD (WILL BE INCLUDED IN FINAL EA)

Affidavit of Publication - Public Notice

Display Boards

Workshop Summary

The Star Democrat
Easton, MD

**We Hereby
Certify**

That the annexed Notice was
published in

The Star Democrat,

One of the newspapers printed

and

published in Talbot County,

Maryland,

1 times in each of 2

successive weeks beginning the

2nd day of August

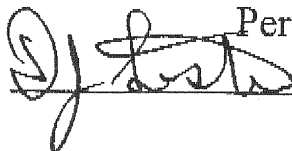
2009

and the last insertion on the

14th day of August

2009

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Per


**TALBOT COUNTY PUBLIC NOTICE
PUBLIC INFORMATION MEETING
EASTON AIRPORT**

PROPOSED RUNWAY EXTENSION ALTERNATIVES

Notice is hereby given that a public information meeting will be held by URS Corporation, consultants for Easton Airport, on Thursday, August 20, 2009 for the general public to review and comment on proposed runway extension alternatives for Easton Airport. These options are being considered to ensure the airport meets new Federal Aviation Administration guidelines while continuing to meet the community's needs.

The open house style meeting will be held from 6:00 p.m. to 8:00 p.m. on Thursday, August 20, 2009 at the Wye Oak Room, Talbot County Community Center, 10028 Ocean Gateway, Easton, Maryland. Representatives from URS Corporation will be available to provide detailed information on the options and an opportunity to talk with the study team. If you are unable to attend the meeting, you may still provide comments by one of the following methods:

By Mail: Ms. Jennifer Lutz, URS Corporation, 4 North Park Drive, Suite 300, Hunt Valley, MD 21030

Online: www.talbotcountymd.gov (Click "Business" then "Airport")

By Voice Relay System: Dial 711 for hearing assistance. The Easton Airport number to request is 410-770-8005.

Comments must be received by September 21, 2009. For more information or to be added to the study mailing list, send an e-mail to Jennifer.Lutz@URSCorp.com

All interested parties are hereby notified, invited to attend and to comment. For additional questions about this project, please contact Mike Henry, Airport Manager, Easton Airport at (410) 770-8055.

EASTON AIRPORT

SD 8/2/14 2080930



ONE STEP CLOSER TO AN
IMPROVED EASTON AIRPORT



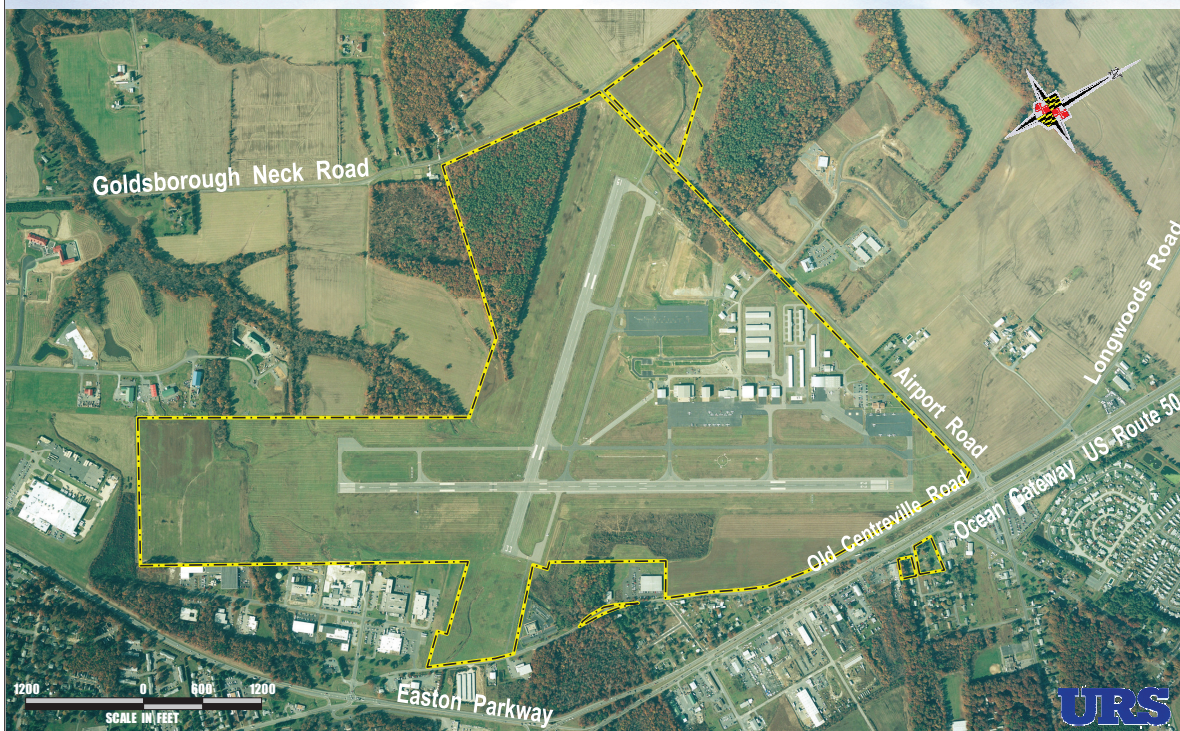
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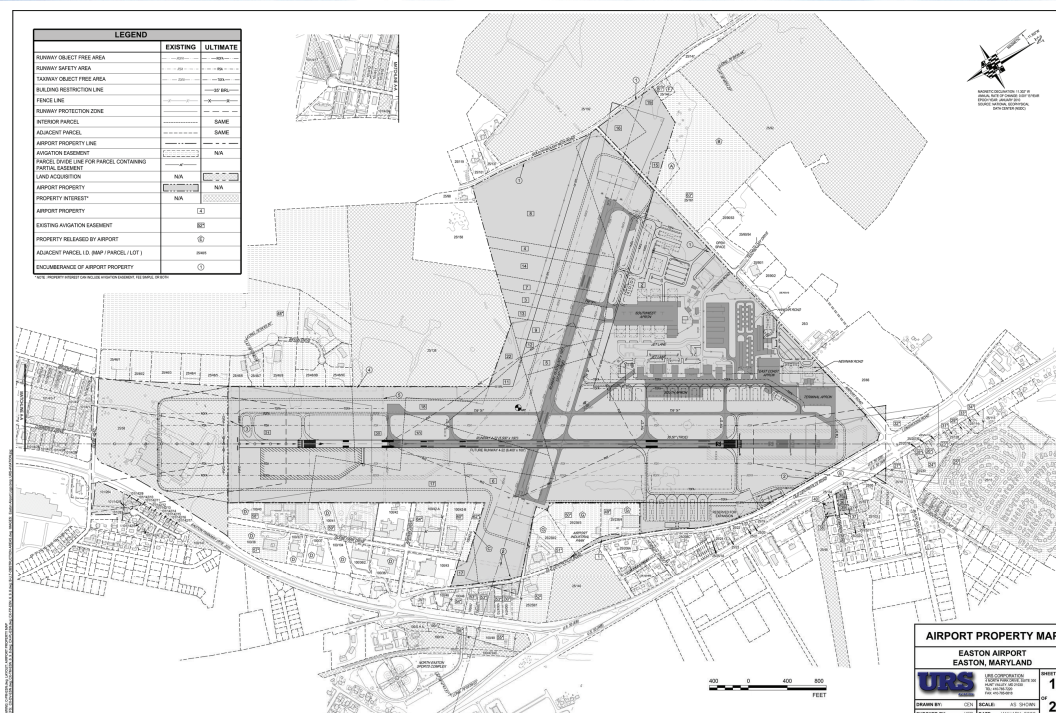
TO THE
PUBLIC INFORMATIONAL WORKSHOP
FOR THE
ENVIRONMENTAL ASSESSMENT

URS



AERIAL PHOTOGRAPH (DATE OF PHOTO: NOVEMBER 10, 2006)







ECONOMIC IMPACTS



In 2005, the Airport and its tenants contributed the following direct, indirect, and induced benefits to the regional economy:

Jobs

362

Personal Income

\$20.6 Million

Total Business Revenues

\$21.8 Million

Local Purchases

\$7.7 Million

Tax Revenues

\$2.1 Million

Revenue Impact

Airport activity generates business revenue as a result of the provision of air passenger service, freight service, and ground support services for commercial and general aviation activity.

Employment Impact

The employment impact of aviation activity consists of four levels of job impacts:

- Direct employment impact – jobs directly generated by airport activity
- Induced employment impact – jobs created throughout the regional economy because individuals directly employed due to airport activity spend their wages locally.
- Indirect employment impact – jobs generated due to the purchase of goods and services by firms dependent upon airport activity.

Income Impact

The income impact is the measure of personal wages and salaries received by individuals directly employed due to airport activity. This direct personal income is re-spent throughout the region, which in turn generates additional jobs, or an induced employment impact.

Tax Impact

State and local tax impacts result from tax payments to the state and local governments by both firms and individuals involved in providing services in support of airport activity. State and local tax impacts include revenues associated with all types of taxes. Also included in the tax impact are federal aviation-specific taxes generated by air passenger and air cargo activity.

Source: *The Economic Impact of Easton Airport / Newnam Field*, prepared for the Maryland Department of Transportation, Maryland Aviation Administration, 2006.



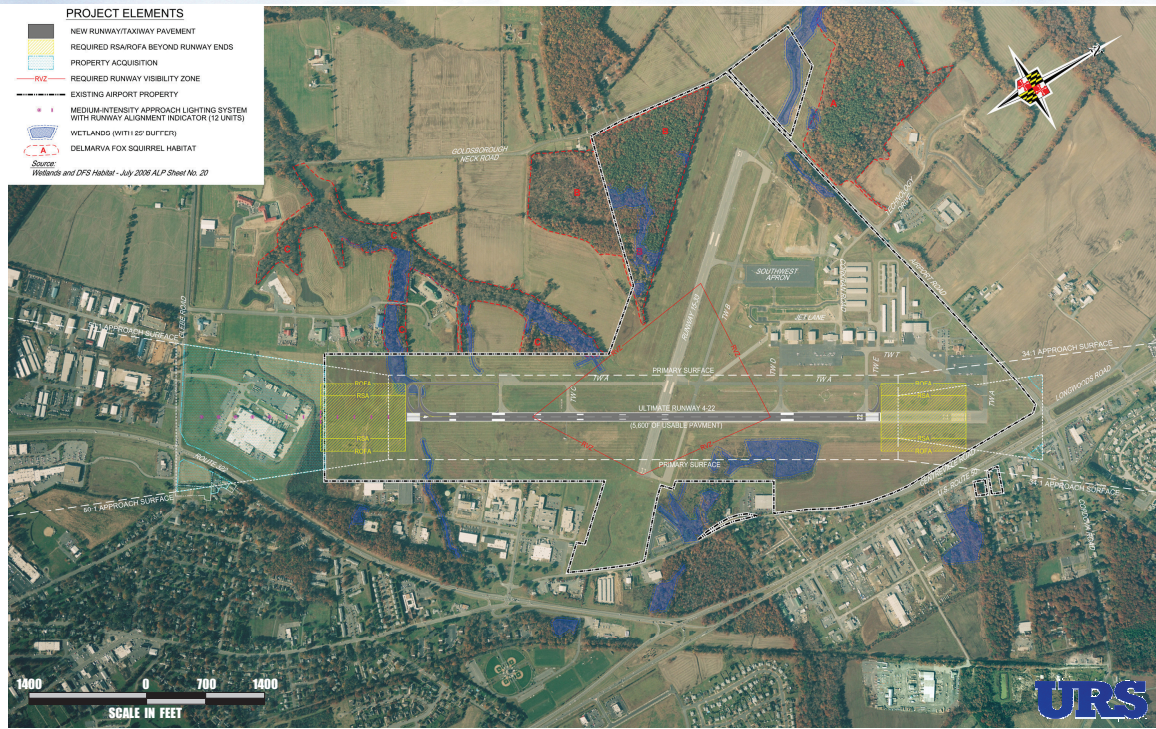
PURPOSE AND NEED



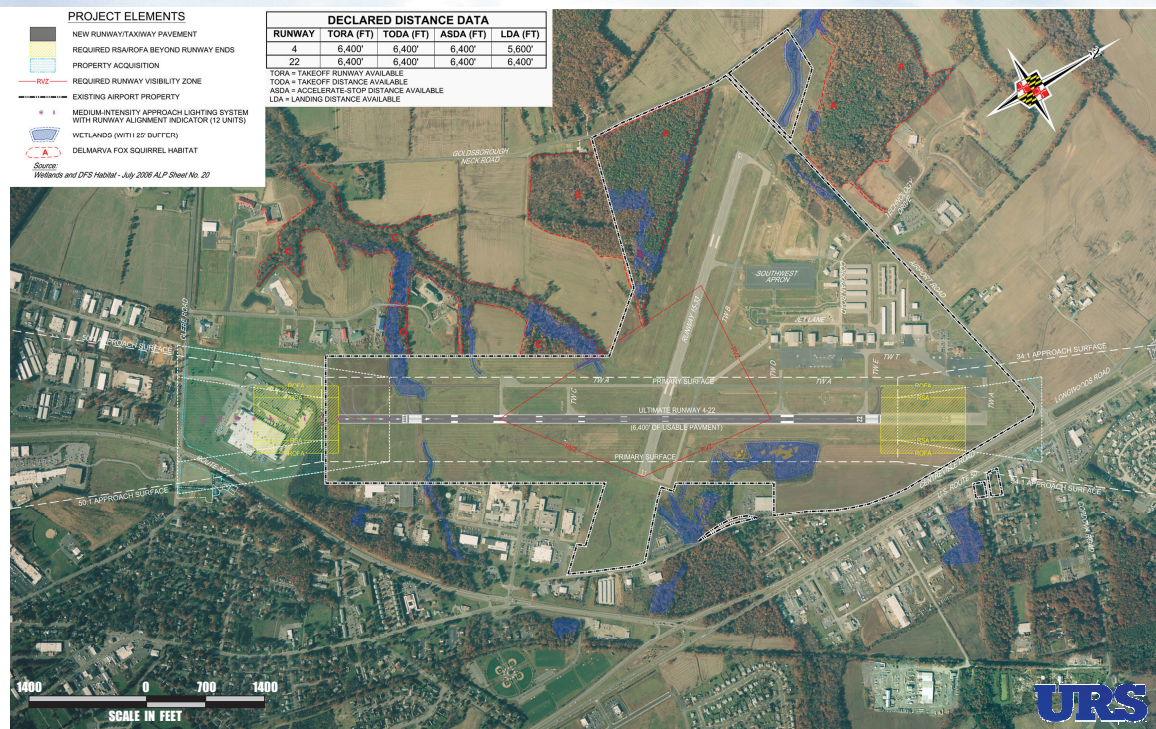
THE PROPOSED PROJECTS WILL ENHANCE THE AIRPORT'S SAFETY AND VIABILITY TO TALBOT COUNTY BY CONFORMING TO FAA DESIGN STANDARDS AND IMPROVING THE AIRPORT'S ABILITY TO SERVICE EASTON-BASED AND TRANSIENT AIRCRAFT.

URS

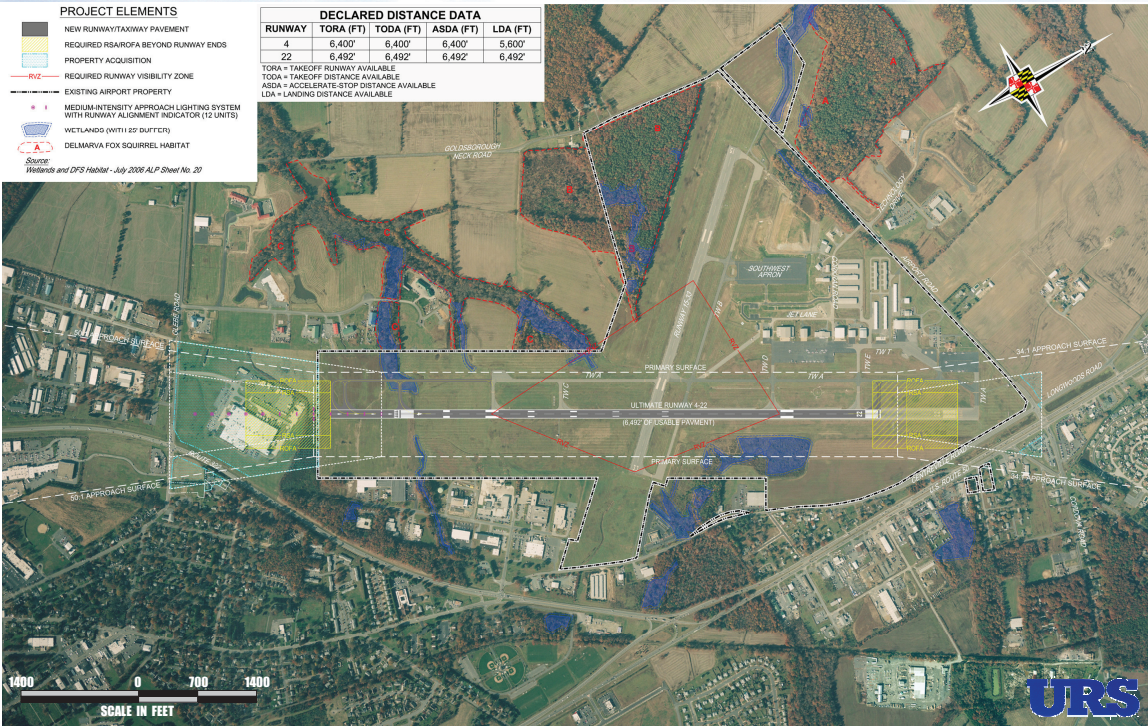
RUNWAY ALTERNATIVE 1



RUNWAY ALTERNATIVE 2



RUNWAY ALTERNATIVE 5



OTHER AIRPORT IMPROVEMENTS





FAA ENVIRONMENTAL REVIEW DISCIPLINES



- **NOISE**
- **COMPATIBLE LAND USE**
- **SOCIOECONOMIC IMPACTS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS**
- **SECONDARY (INDUCED) IMPACTS**
- **AIR QUALITY**
- **SECTION 4(f) RESOURCES**
- **HISTORICAL, ARCHITECTURAL, ARCHEOLOGICAL, & CULTURAL RESOURCES**
- **FARMLANDS**
- **WATER QUALITY**

- **WETLANDS**
- **FLOODPLAINS**
- **COASTAL RESOURCES**
- **WILD AND SCENIC RIVERS**
- **FISH, WILDLIFE, AND PLANTS**
- **HAZARDOUS MATERIALS, POLLUTION PREVENTION, AND SOLID WASTE**
- **NATURAL RESOURCES AND ENERGY SUPPLY**
- **LIGHT EMISSIONS AND VISUAL IMPACTS**
- **CONSTRUCTION IMPACTS**

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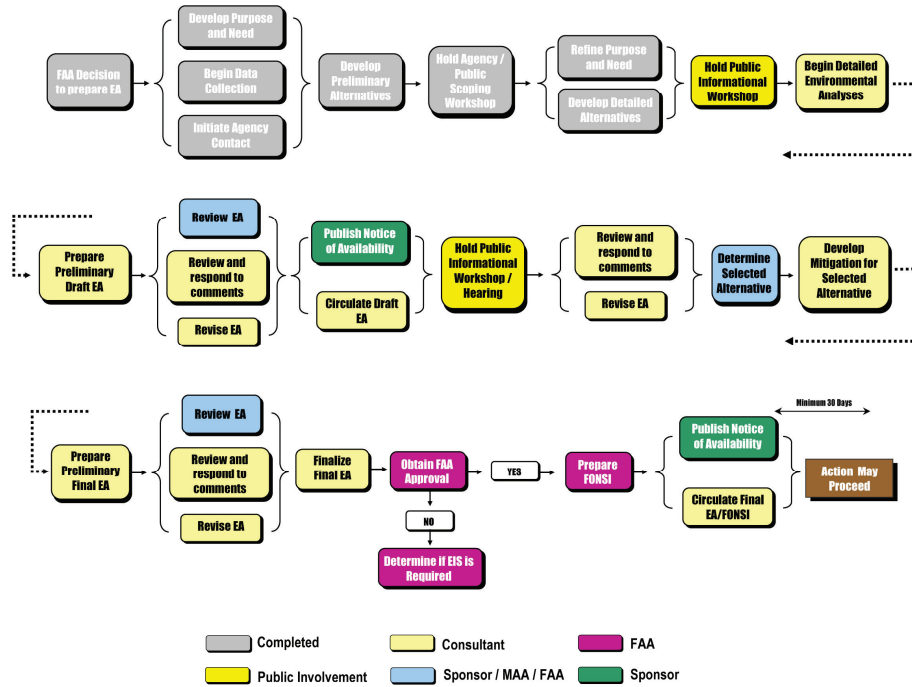
POTENTIAL ENVIRONMENTAL IMPACTS



ENVIRONMENTAL DISCIPLINE	POTENTIAL IMPACT (YES / NO)	ENVIRONMENTAL DISCIPLINE	POTENTIAL IMPACT (YES / NO)
NOISE	N	WETLANDS	Y
COMPATIBLE LAND USE	Y	FLOODPLAINS	N
SOCIOECONOMIC IMPACTS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S HEALTH AND SAFETY RISKS	Y	COASTAL RESOURCES	N
SECONDARY (INDUCED) IMPACTS	Y	WILD AND SCENIC RIVERS	N
AIR QUALITY	N	FISH, WILDLIFE, AND PLANTS	Y
SECTION 4(f) RESOURCES	N	HAZARDOUS MATERIALS, POLLUTION PREVENTION, AND SOLID WASTE	N
HISTORICAL...	N	NATURAL RESOURCES AND ENERGY SUPPLY	N
FARMLANDS	N	LIGHT EMISSIONS AND VISUAL IMPACTS	N
WATER QUALITY	Y	CONSTRUCTION IMPACTS	N

Note: Potential impacts are based on various other studies that have been completed at the Airport, including the *Final Environmental Assessment for Clearing FAR Part 77 Surfaces* (2003), *Airport Layout Plan Update* (2006), *Final Environmental Assessment for the Proposed Airport Traffic Control Tower* (2006), *Environmental Evaluation Categorical Exclusion for the Installation of Airport-wide Signage* (2008) and *Environmental Evaluation Categorical Exclusion for the Rehabilitation and Expansion of the South Apron* (2008).

URS



THANK YOU FOR YOUR PARTICIPATION



ENVIRONMENTAL ASSESSMENT
FOR THE
FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM
at the
EASTON / NEWMAN FIELD AIRPORT



PUBLIC INFORMATIONAL WORKSHOP SUMMARY

AUGUST 20, 2009

6:00PM – 8:00PM

TALBOT COUNTY COMMUNITY CENTER

A Public Informational Workshop was held for the Environmental Assessment (EA) for the proposed Five-Year Capital Improvement Program at Easton / Newnam Field Airport (ESN) in Easton, Maryland. The Workshop was held as an "open house" forum on Thursday, August 20, 2009 from 6:00PM to 8:00PM in the Wye Oak Room at the Talbot County Community Center located at 10028 Ocean Gateway in Easton, Maryland. This Workshop was designed to inform the public of the proposed actions, alternatives, and the proposed study approach.

Various presentation boards were positioned throughout the room displaying Airport data, purpose and need, alternatives, potential environmental impacts, and the EA process. Workshop attendees were able to ask questions and discuss the proposed project with the EA Study Team members as well as County staff. In addition, comment forms were provided to the attendees and were available online at www.eastonairport.com.

A Public Notice announcing the Public Informational Workshop was placed in The Star Democrat and approximately 1,500 postcards were mailed to the surrounding community. A Press Release and public service announcements were disseminated and an email notification was sent to those individuals on the Project Email List.

Sixty eight (68) people attended the Workshop.

Comments were received in various ways:

1 – Comment Form (hard copy) received at the Public Informational Workshop

5 – Comments received via the Airport's electronic comment/question form to County staff provided online at

www.eastonairport.com

1 – Comments received via electronic mail to URS staff

9 – Comments received via the online electronic questionnaire to URS staff via a link to Survey Monkey, an online survey collection site

SUMMARY OF COMMENTS AND RESPONSES

Comment: Planning appears to be well done. The extension at the runway is necessary for the commercial aviation business to come to Easton. As an ex-pilot who routinely used the airport for business and pleasure, I recognize the need to have a fully functioning aviation facility.

Response provided by Jennifer Lutz (URS Project Manager): Comment noted.

Comment: I think it's always good to keep up with the times, but when it gets so bad that I can't sit on my deck or even entertain outside because it's become so loud with planes flying so low directly over my house, that we can see how many people are in the plane, I think it's becoming an issue that I would hope would be addressed, since I think my tax dollars are going to be going to this project.

Response provided by Mike Henry (Airport Manager): The airport has a "Fly Neighborly" program as well as published noise abatement procedures that require pilots to avoid over flight of the Town of Easton below 2,000 feet. They are also required to make a left turn up Route 50 and avoid over flight of the community. Of course, when an aircraft is taking off or coming in to land, it is allowable to be below 2,000 feet, however, the take off departure pattern does not include flight of the town. As far as tax dollars supporting the Airport, if you purchase

aviation fuel, mail packages via air mail or buy an airline ticket, then you are helping support the airport. These taxes go into the Aviation Trust Fund which provides funding for our projects. The airport has been self sufficient since 1994 and has not received a single tax dollar from Easton or Talbot County residents since then.

Comment: Our house is one of the ones slated to be acquired by the airport for the buffer zone. WE ARE NOT HAPPY ABOUT THIS!!!! We have lived in our home since 1978 when we moved to Easton. We have raised our family here and planned to retire here. You cannot give us enough money for us to stay IN TOWN, on a nice quiet street, with great neighbors, and NO MORTGAGE PMTS. Please reconsider relocating 3 or 4 families on Hazelwood Dr just to accommodate non-Easton residents. How can the Easton By-pass (Rt 322) be out of the so called safety zone, yet we on the town side have to lose our homes?

Response provided by Mike Henry (Airport Manager): There has been no final decision regarding any of the options being considered. We had McCrone survey the proposed Runway Protection Zone boundary to see, specifically, which homes may be affected. As soon as I receive this information, I will share it with you. Regarding the bypass, I have asked the FAA for clarification as to why they would not require it to be relocated as well. Mr. Terry Page, the Washington Airports District Office Manager, informed me it was a decision that had been made at the Headquarters level in Washington.

Comment: There is no reasonable economic reason to extend the runway to the former Black and Decker property (or in fact, in any other direction). In addition to the cost of acquiring the property, that site is perfect for extending the downtown commercial core to the north along the Bypass. Imaging the construction of a Sams Club or Costco on that site which would be a great service to the community without the need for governmental infrastructure expenditures. Easton could actually make money selling the site to one of those companies. The Black and Decker plant is a net benefit to the tax base of the community, providing an excellent employment center. Why remove that benefit in these trying economic times? If the County wanted to relocate their current facilities at Black and Decker, it could reuse that property for economic and industrial jobs, which are so badly needed in this economy, certainly a lot more than an unproven economic advantage of extending the runway. Instead of wasting money by extending the runway, why can't Easton spend far less money and provide airport security and reinstitute the commuter air service to Reagan National Airport that was terminated by 9/11. There are innumerable residents that would subscribe to a scheduled commuter service to avoid the increasingly difficult task of crossing the Chesapeake Bay Bridge. If there were a schedule commuter service with a gate at National Airport, Carey Ambler of East Coast Flight Services, would be willing to operate the scheduled service. Why spend millions of dollars to accommodate a few international flights when hundreds of our residents and second-home owners would pay handsomely for a convenient commuter service to DC, which would cost Easton far less money and be a great community service?

Response provided by Mike Henry (Airport Manager): While the primary purpose of the project is safety compliance, there is an economic factor as well. According to the Maryland Aviation Administration, the economic impact on Talbot County and the shore generated by the airport is \$52 million dollars per year and 362 jobs. The airport is owned by Talbot County, not the town of Easton. Regarding scheduled commuter service to Reagan National (DCA), there never was scheduled service, as defined by the FAA, to DCA. Maryland Air did provide several flights a day to DCA if there were passengers wanting to go, however, no passengers, no flights, thus not scheduled. This was discontinued in 1996, prior to 9/11, as a result of the high cost of landing and using the terminal services at DCA. I have made several inquiries over the past few years and have been told by those airlines providing commuter services, Talbot County's demographics do not meet their needs to sustain a profitable service. We have been described as recreational, retired and rich, all of which means discretionary flights, not the Monday through Friday business traveler they need to succeed.

Comment: I do not support expansion of the Easton Airport or changing the current runway configuration for the following reasons:

1. I do not believe it is the best use of public funds to purchase the adjacent property currently being used by County Government and Global (the former Black & Decker site). In addition to the cost of purchasing this property for runway extension, there is the additional cost of relocating county offices and the loss of jobs from the closing and demolition of this building. No one can say with any certainty that these jobs will be relocated elsewhere in the county, or simply leave.



2. I believe that the more prudent course of action would be to attempt to obtain a waiver (or MOS I believe it is called) from the FAA on the current runway configuration. I do not believe that the current configuration is unsafe. Having been a resident of Ft. Lauderdale, Florida for 10 years, and can assure you that large, 300-passenger jets dropping right on top of I-95 is a far more dangerous condition than small aircraft approaching Easton Airport over Route 50. There simply is no comparison in safety between the two and, simply by citing that example (I'm sure there are many others), I do not believe that obtaining a waiver from the FAA would be very difficult. Moreover, under any cost/benefit analysis, I think the expenditure cannot be justified -- perhaps the example of the Hagerstown airport would support that argument.

3. While the stated reason for the runway reconfiguration is aircraft safety, which I believe, an unintended consequence will be increase in capacity for the airport. There simply will be no way to prevent larger aircraft from using the facility, even if there currently are no plans to do so. While such an event might increase county tax coffers, the deleterious impact on quality of life in the county would vastly overwhelm that benefit. Properties located in aircraft flight patterns, many of which have existed since Maryland's earliest days as an English colony, would be severely, and negatively, impacted.

Response provided by Mike Henry (Airport Manager):

1. The funds used to purchase the required property are public; however, the FAA portion (95%) comes from the FAA Aviation Trust Fund which, primarily, comes from three sources, aviation fuel tax, air cargo tax and the Passenger Facility Charge (PFC) that is assessed on every airline ticket. The Maryland Aviation Administration's share (2 1/2%) comes from the State Transportation budget and Talbot County's share (2 1/2%) comes from revenue generated at the airport which is a County Enterprise. The airport has been self sufficient since 1994, not one Talbot County general fund tax dollar has been spent on the airport since then. As far as relocating the tenants of the former B & D site, the town of Easton and Talbot County are working with Global. I believe Global's lease is up in 2015, the projected construction date for this project is 2019. Talbot County has purchased property on Bay Street for the County offices. Both tenants would be eligible for relocation expenses under the Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs (49 CFR Part 24).

2. A Modification of Standards (MOS) was issued to the airport in July, 2007 for a period of five years for the purpose of allowing Talbot County to develop a plan to bring the airport into design compliance. The FAA has informed me they will not issue a waiver of permanent MOS.

3. The airport has an Airport Reference Code (ARC) of D-II. You are correct, there is no intention or plan to change that, nor will this project change the D-II designation. The flight patterns will not change from what they are today. We have implemented noise abatement procedures in an effort to be a good neighbor.

Comment: As the owner of an historic property, Myrtle Grove, I am very concerned about the proposed changes at Easton Airport. Increased traffic will deteriorate "quality of life" for those of us in the flight path. As an Eastern Shore native, I am very concerned about the impact on the community. I believe the reconfiguring of the runway will cause job loss in the county (with closure of Black & Decker building businesses and their probable relocation to another county) which will not be offset by the few jobs that might come with the proposed changes. The money spent by the county to accomplish these plans could be utilized in other ways to benefit more residents rather than the few using private jets. It is a perfect opportunity to step back and reassess what would benefit most Talbot County residents and the future of the county in these economically uncertain times. I do not believe that the proposed airport plans are needed and the costs of acquiring the Black & Decker property and reconfiguring the runway far exceeds the potential very marginal benefit of "increased safety"

Response provided by Mike Henry (Airport Manager): The proposed relocation and extension of the runway will not generate increased traffic at the airport. The purpose is to bring the airport into safety design compliance not to increase traffic. The Town of Easton and the County are working with Global. I understand Global's lease is up in 2015, construction for the proposed project is 2019. The project is funded by the FAA (95%) which is derived from the Aviation Trust Fund. This funding comes, primarily, from aviation fuel taxes, air cargo taxes and the Passenger Facility Charge (PFC) which is assessed on each airline ticket. Maryland Aviation Administration's share (2 1/2%) comes from the State Transportation budget and the County's share (2 1/2%) comes from revenue generated at the airport. The airport has been self sufficient since 1994 and as such, has not cost Talbot County taxpayers a cent since then. Safety of our citizens and airport users is very important to us and we will continue to do our best to ensure Easton Airport is safe.

Comment: Currently, there is very little stormwater management on the airport property. With the scale and scope of the expansion, I believe it is appropriate, and should be required under the Stormwater Management Act of 2007, that state of the art stormwater management techniques be applied to all new construction. A goal of the stormwater management should be to reduce nutrient and sediment loading to Goldsborough Creek by as much as possible. Given the large amount of land the airport covers, there is an excellent chance that you could reduce current loadings of nutrients and sediment by 75-80%. This could be accomplished by -Directing water to open space (forest) via sheetflow-rooftop disconnect (directing downspouts to grassy areas or other practices)- permeable paving-green roofs-grass channels-bioretention dry swales-wet swales-Infiltration-extended detention-soil amendments-rain tanks, cisterns. By installing a treatment train of the above practices wherever the opportunity presents itself, it would be possible to turn the development into a showcase, by demonstrating how to be a good neighbor, comply with local and state environmental laws, and improve water quality in nearby Goldsborough Creek and the Miles River.

Response provided by Jennifer Lutz (URS Project Manager): We are currently working on a comprehensive stormwater management report for the development projects included in the ongoing Environmental Assessment. As part of the report, we will look at the current conditions of the Airport and determine where the water leaves the site to develop the drainage areas for the existing conditions. Under proposed conditions, we will address the stormwater management needs by following the Maryland Department of the Environment criteria as stated in the 2000 Maryland Stormwater Design Manual, as well as its May 4, 2009 supplement. We will include the new methods of using Environmental Site Design (ESD) to the greatest extent possible. Where ESD is not possible, we plan to use the traditional stormwater management treatment methods, as described in the 2000 Manual, to address both quantity and quality control. It is our goal to ensure that all of the water leaving Easton Airport property is being treated to address quantity and quality control prior to entering the near by stream systems.

Comment: I don't see why the airport needs the longer runway. I don't know why the airport has an operating tower. I've been operating there for over 30 years and it seems to me that there are fewer operations each year. So we're going to spend more money just so a few bigger private jets can operate here.

Response provided by Jennifer Lutz (URS Project Manager): The current fleet mix at ESN includes medium sized business jets, including the Gulfstream IV, Hawker 700/800, and Lear 60. The Master Plan Study, which was approved by the FAA in August 2006, completed a runway length analysis and calculated the recommended runway length required at ESN. The Study concluded that a runway length of 6,900 feet be considered as the critical length requirement and be used as the basis for future primary planning at ESN. With respect to the ATCT, in recent years, ESN has experienced considerable growth in corporate activity as well as in use by smaller aircraft. Given the current volume of operations, having the heavier, faster aircraft operating concurrent with slower recreational users in an uncontrolled traffic pattern at an Airport with multiple runways presents a potential safety issue. Therefore, Talbot County installed an ATCT to enhance the current operating and safety conditions at the Airport.

Comment: Easton is too densely populated to have an airport with so much traffic and the noise from low flying aircraft and jets producing noise at a level that is harmful to the environment and quality of life. Given the population growth, it will only get worse. The airport should be located in a less populated area with adequate room for expansion.

Response provided by Jennifer Lutz (URS Project Manager): The relocation of the Airport is not the focus of the Environmental Assessment. Although possible, the costs and environmental impacts of relocating ESN to a less populated area are cost prohibitive. In addition, the construction of a new airport would not meet the stated purpose and need of this project by providing adequate facilities to meet the current demand.

Comment: Alternative 1, the minimum runway extension, will meet the FAA requirements and allow the airport to continue to break even. I would appreciate the County showing some sensitivity to the town's people. The jet wash noise is unhealthy for all.

Response provided by Jennifer Lutz (URS Project Manager): *Alternative 1 would provide a runway length of 5,600 feet and therefore, does not meet the purpose and need of providing an adequate runway length identified in the Master Plan Update. The runway length requirements for critical aircraft operating at ESN range from approximately 6,030 feet for the Gulfstream IV to 6,900 feet for the Hawker 700.*

Comment: I prefer Alternative 1, extension to 5,600 feet. I do not support any of the other alternatives outlined.

Response provided by Jennifer Lutz (URS Project Manager): *Alternative 1 would provide a runway length of 5,600 feet and therefore, does not meet the purpose and need of providing an adequate runway length identified in the Master Plan Update. The runway length requirements for critical aircraft operating at ESN range from approximately 6,030 feet for the Gulfstream IV to 6,900 feet for the Hawker 700.*

Comment: I am an aircraft owner and T-hangar renter at KESN. I was also a biz-jet pilot on a Falcon 10 and later on a Hawker 800 until mid-2008. With the recent constraints on runway available for T/O on runway 4, the marvelous airport we have will be severely constrained going forward with jet operations. The runway extension is badly needed in order to properly serve the aircraft which are already based at KESN. Potential growth will be seriously impacted by a lack of suitable jet runways. T-hangars: As in many aviation communities, we could use many more T-hangars than we currently have. This is a major source of frustration for many aircraft owners here.

Response provided by Jennifer Lutz (URS Project Manager): *Comment noted.*

Comment: I do not want the runway expanded.

Response provided by Jennifer Lutz (URS Project Manager): *If the runway were not expanded, the existing runway lengths would remain as 5,500 feet and 4,003 feet for Runways 4-22 and 15-33, respectively. The utilization of declared distances, which was implemented in January 2009, would remain on Runway 4-22. Therefore, the takeoff run available for Runway 4 would remain at 5,175 feet and the landing distance available for Runway 4 would remain at 4,775 feet. These runway lengths are significantly less than the runway length required at ESN and therefore, the stated purpose and need would not be met. In addition, the deficient runway lengths would continue to force existing based aircraft and current transient operators to depart ESN with less than optimal fuel and/or passenger loads.*

Comment: It is beyond stupid to destroy three houses within a small neighborhood as a consequence of some blanket regulation which fails to take into account the significant geographical barrier posed by the presence of a major roadway dividing that neighborhood from the properties adjacent to the airport. A plane aloft and in distress is no more likely to hit those houses than any others around them, or the many trees between them and the roadway. A plane taking off toward the houses and unable to take off, or landing toward them and unable to stop, would crash into the roadway and stop, not tunnel through it and impact the houses. Any reasonable planning effort will recognize the discontinuity between the lands immediately surrounding the airport and those displaced from it by a significant obstacle.

Response provided by Jennifer Lutz (URS Project Manager): *The function of a Runway Protection Zone (RPZ) as defined in FAA Advisory Circular 150/5300-13 is to "enhance the protection of people and property on the ground." According to FAA Advisory Circular 150/5300-13 "it is desirable to clear all objects from the RPZ" although some uses are permitted provided they do not attract wildlife, are outside the runway OFA, and do not interfere with navigational aids (NAVAIDs). Examples of land uses prohibited within the RPZ include fuel storage facilities, places of public assembly (i.e., religious institutions, schools, hospitals, etc), and residences. The FAA recommends that the sponsor have adequate control over interests in the RPZ, which in the Eastern Region has been interpreted in Fee Simple ownership of the RPZ extents.*

Comment: A request should be made to the FAA for an exception to the 1000 ft over-run on each end of Runway 4-22 so that a full operational length of not less than 5001 feet would be available in both directions. To support this request the actual history of 67 years of operation has only produced three over-runs off of the hard surface runway, and none of these three resulted in an accident or incident. A service road completely around

the airport operational area, not directly connecting the runways is desirable. It should connect with suitable gates, to the existing roadway net.

Response provided by Jennifer Lutz (URS Project Manager): *The FAA will not issue a waiver for non-standard RSAs.*

Comment: After briefly reviewing the available information and realizing my interest is strictly as a resident of Easton, I just don't understand the necessity for this expansion. For all the disturbance of personal and commercial property. For the expense, Federal Tax Dollars and local funds for the benefit of such a small percentage of those to benefit. I just don't see the justification for such an under taking. Over the years I've been told of the benefits of the expansion of the airport from those who are involved with the airport. With any cause, those who are to benefit, present their case with detailed necessities and projections. Trying to visualize all the businesses and residents of Easton and Talbot County and how everyone will benefit, I come up with one answer, people interested in the Easton Airport. Such a small number in the over all picture. There has not been a study done, to my knowledge, taking the opposite side of the argument that we don't need this expansion and what would be the long term effect on the area. Taking this side of the situation would surely bring out strong anti expansion opinions and projections as the study for expansion has for their case. Would Easton and Talbot County dry up and blow away. I don't think so. This is an opportunity to express thoughts and ideas pro and con. It's just a shame All the people won't express their opinions from the area and a hand full of pro expansion individuals will be heard with their special interest documentation in hand.

Response provided by Jennifer Lutz (URS Project Manager): *The purpose of the proposed projects is to accomplish those tasks that would allow ESN to continue to operate in a safe and efficient manner, to meet FAA design criteria, and to achieve its airside and landside goals. Within the near term, the priority areas that need to be addressed involve OFA enhancements for Runway 4-22, removal of obstructions to the existing 14 CFR FAR Part 77 surfaces, acquire property interests for existing RPZs, a runway extension to serve the existing and forecasted fleet mix, expansion of the aircraft storage capacity, and an Airport Service Road to provide maintenance access to the airfield. The funds used to purchase the required property are public; however, the FAA portion (95%) comes from the FAA Aviation Trust Fund which, primarily, comes from three sources: aviation fuel tax, air cargo tax and the Passenger Facility Charge (PFC) that is assessed on every airline ticket. The Maryland Aviation Administration's share (2 1/2%) comes from the State Transportation budget and Talbot County's share (2 1/2%) comes from revenue generated at the airport which is a County Enterprise. The airport has been self sufficient since 1994, not one Talbot County general fund tax dollar has been spent on the airport since that time. According to the Maryland Aviation Administration, the economic impact on Talbot County and the shore generated by the airport is \$52 million dollars per year and 362 jobs.*